



## Flight Across America Chooses Montana State Flag Bearer

The Flight Across America, a national effort to commemorate the freedom of flight in America and to honor those fallen in the 9/11 terrorist attacks, announced that Bozeman based pilot Dave Miller, a Fire Fighter with 35 years of service with the City of Bozeman, will carry the official Montana State Flag to ceremonies in Somerset, PA, the Pentagon, and finally to New York City.

On September 3, Lt. Governor Karl Ohs presented a Montana flag to Dave Miller in a special ceremony held at the Montana Aeronautics Division in Helena. Miller hopes to fly out of Gallatin Field on the 4<sup>th</sup> of September to attend ceremonies in Somerset, PA on the 5<sup>th</sup>, and the pentagon on the 6<sup>th</sup>. On Sunday, September 8<sup>th</sup> Miller will join pilots from 49 other states and the District of Columbia in a parade of planes, each in his or her own aircraft, and each carrying their state flag. They will fly down the Hudson River, across Manhattan and out around the Statute of Liberty. Later that day aboard the USS Intrepid, a floating aircraft carrier museum docked in the Hudson River, the official flags will be presented to the City of New York in a show of solidarity and support on the first anniversary of the 9/11 terrorist attacks.

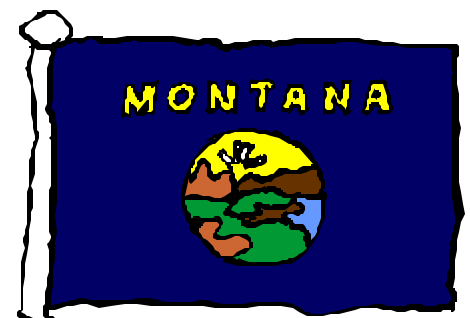
Dave is very honored to carry our state flag and was able to raise some money to help offset the cost of the trip; any remaining funds will be dedicated to some form of SAFETY here in Montana. We thank him for taking on this important task and wish him the best of luck in his "Flight Across America".



*Dave Miller pictured with the aircraft he will fly to New York, a homebuilt Tri-Q-200.*



*Above Lt. Governor Karl Ohs presents a Montana Flag to Dave Miller, pictured above (l-r) are Debbie Alke, Dave Miller, Lt. Governor Ohs, and Dave Galt, MDT Director.*



# Administrator's Column

**Reflection:** Earlier this week, it was an honor to participate with Lt. Governor Karl Ohs and Department of Transportation Director Dave Galt in a ceremony presenting the Montana state flag to David Miller, the Montana pilot participating in Flight Across America. As September 11 approaches, I'm sure most will reflect to one-year ago as the news was spread—remembering the thoughts and emotions that ran through your head. As I was driving to work that morning, listening to the news and trying to sort out what had taken place, an announcement that the Pentagon had just been hit came across the air. My youngest brother works at the Pentagon — the situation now became more real and could personally affect me. Thankfully, a call was received a few hours later that he was safe. For those that were not as fortunate, this entire country sensed the loss. As we have moved from the shock of a terrorist event into watching military strikes, hard questions have been asked with mixed reviews in the answers given. What most of us have in common is that the event has caused a shift in the way we think – in the way we view armed conflict and the way we look at the world. Since that day our lives and world have changed and our industry is continuing to sort out the affects. From the beginning with all flights banned, to President Bush's request to activate National Guard forces in all states, to the creation of the Transportation Security Administration, TFRs, flight school, airmen and airline regulations we are still struggling to understand the reasons behind current policies and rules imposed on us as the search for better solutions continues. Despite the turmoil, confusion and questions that tug at my heart and my mind, I'm proud to be an American as I hum Lee Greenwood's tune "God Bless the USA".

**Condolences:** On behalf of the Montana Aeronautics Division, I would like to extend condolences to the family of Elizabeth Joan Bailey who passed away in July in Billings. As a young girl, Liz moved to West Yellowstone to help her aunt and uncle manage the old airport west of town where they flew mail from Ashton to West Yellowstone in the winter on a ski-equipped plane. Liz later operated the café at the West Yellowstone Airport for ten years; creat-

ing a following for her famous pies with devoted customers including the smoke-jumping community and airline crews.

**Northwest Airlines returns to Helena:** Beginning October 27, Northwest Airlines will begin offering daily service between its Minneapolis/St. Paul hub and Helena. Initially the service will include a stop in Billings. The new flights will create a number of connection opportunities to destinations throughout Northwest's network. Northwest will operate the service with its DC9-30 aircraft. Congratulations to Ron Mercer, Helena Regional Airport Director for his perseverance in securing this service and to Senator Max Baucus and Lisa Perry, Northwest Airlines of Billings for their active participation and support.

**Blakely confirmation on hold:** Members of the Senate aviation subcommittee sang praises of Marion C. Blakey, President Bush's nominee to head the FAA. A final vote on her confirmation is in an indefinite holding pattern because of dispute over an FAA union contract. Blakey was questioned on a surprising range of technical issues, including many relating to general aviation. Senator Conrad Burns asked if the FAA certification process was needlessly delaying the implementation of important safety advances for general aviation. Blakey replied that FAA "always gets it right, but perhaps not as quickly as it should." Senator Ted Stevens of Alaska reminded the nominee of the importance of general aviation in his state. Blakey had high praise for the previous administrator, Jane Garvey, and pledged to follow Garvey's practice of seeking input from all elements of the aviation community and trying to achieve consensus. The Committee moved Blakey's nomination to the next step in the process, executive committee consideration, but aviation subcommittee chairman John Rockefeller (D-W. Va.) said that several senators had placed a "hold" on the nomination until a dispute over a contract between FAA and the American Federation of State, County and Municipal Employees is resolved. With the holds in place, the executive session in which Blakey will be officially confirmed by the committee has not yet been scheduled.



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Official monthly publication of the  
Aeronautics Division  
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*Montana and the Sky*  
is published monthly  
in the interest of aviation in the  
State of Montana.

Third Class postage paid at  
Helena, Montana 59604

Subscription: \$5 per year

**Editor:** Patty Kautz



# EAA Air Academy



*Aviation Awareness Art Contest winner Rick Mitchell of Helena attended the Advanced Aviation Experience Camp in Oshkosh Wisconsin on July 16-25 (Row 3, #7 from left). Rick had a great time at the camp and thanked everyone for the opportunity. He hopes we can continue the art contest each year so that other kids have the chance to experience what he already has. Scott Cameron, EAA Air Academy Camp Director said, "Rick Mitchell, the young man that was sponsored by you was a joy to have in the program. I truly enjoyed getting to know this fine young gentleman." Thank you to everyone who donated money to this important program.*

## Flight Art Contest

This year the Institute for Global Environmental Strategies (IGES) annual art contest recognizes the 100<sup>th</sup> anniversary of the Wright Brothers achievement by focusing on flight. Imagine you could fly above the Earth – what would you see? Depending on how high you choose to fly, you could see your neighborhood, city, region, country, or our planet, Earth.

The contest is limited to U.S. students, grades 2-4. The winning entry will be printed – along with the artist's name, age, school name, and hometown – as the 2002 IGES greeting card. Additionally, the winning artist will receive a \$250 savings bond. The second place winner will receive a \$100 savings bond; third place, a \$50 savings bond. Entries must be received by October 31, 2002. For contest rules, see <http://www.strategies.org/2002Announce.html>.

## Seeley Lake Fly-In



*The Seeley Lake Flying Club hosted another successful fly-in on August 10 & 11 with close to 100 people attending the Saturday evening barbeque and 250 people at the pancake breakfast on Sunday. Five Stagger Wings fly in each year to attend this fun event along with other aircraft in and around Montana. Thanks to the Seeley Lake Flying club your hospitality is greatly appreciated.*

## Calendar

**September 7, 2002** – Dillon Fly-In, for further information phone Dillon Flying Service at (406) 683-5242.

**September 13-15, 2002** – Mountain Search Pilot Clinic – Kalispell.

**September 14 & 15, 2002** – Yellowstone Aviation 20<sup>th</sup> Anniversary. Come celebrate with RJ & Sandy Moulton owners of Yellowstone Aviation at the Yellowstone Airport in West Yellowstone which opened for business on September 15, 1982 –Fuel at 1982 Prices – Free Buffet! For more information phone (406) 646-7359.

**September 25-26, 2002** – Montana Aeronautics Board Meeting, USDA Office, Sidney, MT. For further information phone (406) 444-2506.

**February 7 & 8, 2003** – Flight Instructor Refresher Clinic – Helena. For further information phone Montana Aeronautics Division (406) 444-2506.



# Montana Fun Weekend

The Montana Fun weekend took place in Cut Bank August 17-18. The fun began on Friday evening with the Golden Triangle Racing Association's stock car racing at the track across from the airport. Later in the evening all were entertained by "lawn-chair" movies with four hours of nostalgia movies and news clips that transported everyone back to the days of black and white movies, ponytails and poodle skirts.

On Saturday all of the main events took place with a fresh hot pancake breakfast. Several airplanes and a helicopter were on hand to give young eagle rides and members of the Snowbirds R. C. Club demonstrated the art of flying their model airplanes. Autos and Fly-In Aircraft on display were voted on by the public with the top ten awarded with trophies at the end of the show. Pilots participated in a bowling ball bombing with the target being an automobile. An 1/8 mile drag strip was set up complete with count down lights and timed runs with the locals trying to out run the challengers from out of town. All this and to top it off a circus was set up near the airport terminal, another big attraction for participants. After the days exciting events entertainment was provided by a band from Missoula "Smoke" which had the crowd dancing their socks off to 50s, 60s and 70s music well into the evening.

Sunday wound down with a pancake breakfast and a trans-denominational worship service held for anyone wishing to participate. Putting on a large event like this requires exceptional planning skills, congratulations on a job well done.



*Members of the local Triangle Car Club, Glacier Hangar Club, Snowbirds R.C. Club, along with their co-sponsors KSEN/KZIN Radio and Shelby Distributors of Shelby organized this fun event.*



*Hank Galpin of Kalispell had his impressive homebuilt Bucker Jungmann on display, this aircraft was first built in Czechoslovakia in 1949, Hank finished this aircraft in 1992 and his workmanship is definitely something to be proud of.*



*Blaine Meissner former Aeronautics Division aircraft mechanic attended the event to show off his restored 1970 Mustang Mach-1 and participate in the activities. Great restoration job Blaine!*



*Having a Circus in town was perfect timing - with more than enough attractions to keep families entertained throughout the weekend.*



# Twenty-Five Years & Going Strong!

The 1<sup>st</sup> annual Beacon Star Antique Airfield Fly-In was held July 15-16, 1978 at Frank Bass' Beacon Star near Moore, Montana and attracted close to 1,500 people and over 80 aircraft from all parts of the continent. Although the name has changed the tremendous success of that first fly-in has been carried on throughout the years. The 25<sup>th</sup> annual Montana Antique Airplane Association Fly-In held at Pogreba Field in Three Forks August 1-4. Nearly 300 airplanes flew in for the event and hundreds of spectators walked the flight line to view the varied display of aircraft.

The EAA Young Eagles Program kicked off the Fly-In Thursday with free airplane rides and classes for youth of ages 8 to 17. Jeanne MacPherson flew the state's Cessna up to participate in the young eagle flights with nearly 60 young people taking part in the program.

The Three Forks Boy Scouts provided breakfast each day of the event and Paul Ray provided music both Friday and Saturday evening. Saturday's steak fry with prime rib, salad, baked potatoes and fresh corn on the cob capped the fun filled weekend for the flyers and their families.

Congratulations to the MAAA members whose hard work continues to make this event an enormous success each year.



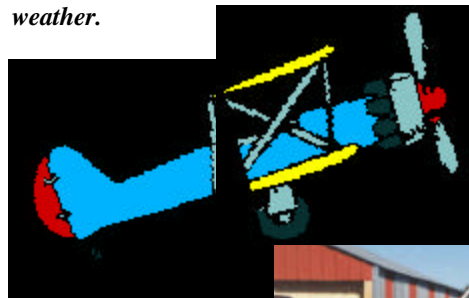
*Hank Galpin of Kalispell gave pilots a safety briefing before the spot landing and flour-bombing contest.*



*Pictured (l-r) Jean DeVivo, Dillon; Bernie Inman, Havre and Cherry Gillespie of Missoula took time to kick back and enjoy the beautiful weather.*



*John Dove (left) and Jack Gillespie from Missoula always enjoy attending a good fly in and this was no exception.*



*Dave Mason, of Helena worked in the portable control tower a very busy job with more than 300 airplanes in attendance!*



*These Young Eagles experienced the true adventure of flight; their names will be entered in the World's Largest Logbook at the EAA Airventure Museum in Oshkosh, WI.*



# Aviation Career Academy



*Lacey Marron of Alberton poses with Instructor Brent Vetter from the Helena College of Technology Aviation Program. Brent gave the students a tour of the airframe and powerplant facilities.*



*Students spent a day in Great Falls touring the 120<sup>th</sup> Fighter Wing, the Crash & Fire Rescue Center, the Great Falls Tower & Radar, the Flight Service Station and the Benefis Hospital Aviation Department.*



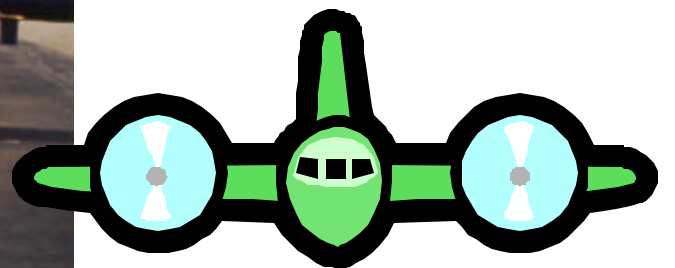
*Survival instruction was held at Stemple Pass with survival expert Charles Cunningham. The day consisted of making a base camp using a parachute as a shelter, practicing backcountry emergency medicine and signaling. Above students show off their newly constructed shelter.*



*Pictured l-r are John Zabrocki, Billings and Justin Harvey of Helena who learned how to care for injuries if stranded in the backcountry.*



*The five-day aviation career program wrapped up with students attending the air show held at the Helena Regional Airport and a chance to visit with the Blue Angels. This year's camp was sponsored and conducted by Jeanne MacPherson, Montana Aeronautics; Len Wheeler, Federal Aviation Administration and the Helena College of Technology.*





# Green in the Left Seat

By: Mike Quinn, Aviation Support Officer

Let me be the first to admit it: I'm a pip-squeak when it comes to aviation. I'm a newbie – green as a seasick frog. I'm a low-time airborne menace with no delusions of grandeur. With that said, I also have to admit that I am absolutely, positively, one hundred percent addicted to this thing called flying: the smell of Jet-A, the sound of chirping tires, the feel of the seat at rotation. It's the places you go, the people you meet, and the experiences you encounter which we share with one another that draw us all together in this Wonderful Life known to everyone else as aviation. It is my latest experience that I would like to share with you...

A few weeks back, I attended a breakfast fly-in at John Campbell's (Lang Creek Brewery) private airstrip up in a secluded part of northwestern Montana – a strip nestled in a narrow valley surrounded by good mountains on every side. It's called Campbell Field, and I will honestly say that I have never, *ever* done anything so adrenaline-inducing that compares in my life. Not bungee jumping, not skydiving (except for when I was still accidentally in freefall under 1000'), not anything! All I can say is that for the first time in a long time, I remembered that Death is always nearby – just waiting for me to screw up.

The strip is such that you land to the west with roughly a fifty foot climb up a bench in the last fifth of the runway, 100 foot trees beyond, and a stand of 100 foot pine trees on the approach end slightly offset to the pilot's left of centerline and about 200 yards from the threshold. A cakewalk for many, yet not the most tame of landing situations to say the least. For my entire flight en route all I could think was, "I hope I make it up that hill at the end." The shortest runway I'd ever landed on was a 2,400 foot paved runway with clean approaches. Campbell is 1,900 feet, and turf. Sure, there's worse out there, but did I mention that I'm kinda new?

Obviously you should 'hit it on the numbers' so as to use as much of the runway as possible to slow down. Ok - no problem, done that plenty of times. I had my airspeed nailed, my slope was good, the approach looked fine. I was right on for the numbers.

At 200 yards from the runway I passed by that stand of 100' trees... the wheels were below the tops, while my left wing literally passed directly over the top of them. Trees were zinging 6 feet past my window at 65 knots (and this is the NORMAL APPROACH?!) It was at this point that the runway started to shrink at an exponential rate in my eyes. There was the fifty-foot hill at the end, and the 100-foot trees beyond. There was no way to 'go around' now - even at full power I wouldn't be able to clear the trees at the other end. I was committed - the dice had been rolled, and all I could do was ride it out. This epiphany occurred to me as I swooped down to the fence; I had never been on board a plane that had landed at a strip with absolutely no ability to abort the landing, much less been at the controls. No longer did I worry about whether or not I was going to make it up the hill - I was terrified that I was going to blast up it and pile my aluminum aircraft into the trees beyond in a spectacular fire-filled ball - all in plain view of the 20 or so people already on the ground.

I crossed the fence with the power cut to idle, held the plane in the flare, and just watched the distance tick away - staring at the trees greedily eyeing my plane and me. And in the breathless eternal moment of the flare did I finally understand the immortal words of Mr. Richard Bach: "My airplane is quiet, and for a moment still an alien, still a stranger to the ground, I am home."

The wheels bounced once, twice, and on the third I let loose the yoke and "carrier landed" the plane while the trees be-

gan to drool in anticipation. I stood on the brakes, locking the wheels on the wet grass runway, yelling, "Stop, you beast! STOP!" to my plane.

I gently rolled up the hill, stopped with 100' of runway to spare, parked, and shut the engine down. My shaking hands could barely get the door open.

It was 8 A.M. on a Sunday, breakfast never tasted so good. A bit later while sipping my coffee and nibbling on blueberry cobbler, I found myself chatting with a wonderful gentleman of 30,000 hours, listening in awe to his stories of dodging zebras in a DC-3 "back in the day" down in Africa, or laughing at tales from another gentleman who accidentally flew through an active war zone during his round-the-world trip. All I could think was, "What the heck am *I* doing here? I'm nobody – I ~~thought flying to Oklahoma~~ was a long haul!" I could not believe I was actually in the presence of such people, rather than just reading about them. Yet not once did I feel out of place, not once did I feel inferior - not once did I feel as though I did not belong. These people were happy to be there. These people were happy that I was there. These people were aviation.

And as I thanked my gracious hosts upon departure, I thought of how small I really was, yet how small this wonderful thing we call aviation has made the world for me. I thought of how incredible the people are that I have met through this magical thing called flight, and how fortunate I have been to experience such fantastic episodes in my short time thus far – being Green in the Left Seat.



# Proud Moment for Montana

A point of pride recently achieved by Garlick Helicopters is being recognized as the premier facility, capable of fully restoring an AH-1 Cobra Gunship for the Army Aviation Heritage Foundation. The aircraft in question was identified by the U.S. Army as being shot down on three different occasions in Vietnam. The original pilot and crew chief have been identified and plans are being made for ceremonies commemorating the valiant service of the United States Armed Forces aviation assets. Garlick Helicopters recently celebrated the efforts of the Army Aviation Heritage Foundation by having a "roll-out" ceremony for the delivery of the only fully restored and operation aircraft of it's kind in existence.

Huey Certs, LLC, for the past six years, has been working hard at making aviation history from their location in the Bitterroot Valley. The company is approximately 11 months away from achieving "Standard Certification" from the Federal Aviation Administration for the military's venerable UH-1H helicopters. The ramifications of this feat are far reaching, and is reason for the employees of Huey Certs, and Garlick Helicopters, the residence of the Bitterroot valley, and all of Montana's people to be proud. This effort also will result in over 30 jobs being created in the Bitterroot Valley, and has implications both locally, and nationally, and reflects willingness for a full utilization of taxpayer monies.

Due to the efforts of Huey Certs, and Garlick Helicopters, aviation assets will soon be affordable to the smallest of communities throughout the United States. The benefits to law enforcement organizations, search and rescue operations, and air ambulance services are truly astonishing. A benefit not considered at the beginning of this program has recently become known in the post 9-11-01 days we currently find ourselves living in. The ability for even the smallest of law enforcement organizations to participate in Homeland Security with aviation assets is rapidly becoming not only possible, but also very probable. As you can imagine Huey Certs, LLC, and Garlick Helicopters, Inc. are very proud to be a contributing partner in this effort.



**PO Box 5178**  
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**September, 2002**

Thirty-two hundred copies of this public document were produced at an estimated cost of 39 cents each, for a total cost of \$1,248. This includes \$250 for production, \$768 for postage and \$230 for printing.

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